8.11 Visual Resources

GWF Energy LLC proposes to build and operate the Tracy Peaker Project (TPP), a nominal 169-megawatt (MW) simple-cycle power plant, on a nine-acre, fenced site within a 40-acre parcel in an unincorporated portion of San Joaquin County. The site is located immediately southwest of Tracy, California, and approximately 20 miles southwest of Stockton, California. The TPP would consist of the power plant, an onsite 230-kilovolt (kV) switchyard, an approximately five-mile, 230-kV electric transmission line, an approximately 1,470-foot water supply pipeline (as measured from the fence line), an onsite natural gas supply interconnection, and improvements to an existing dirt access road approximately one mile in length. An approximately 5.2-acre area west of the plant fence line and within the 40-acre parcel would be used for construction laydown and parking. Figure 2-1 shows the regional location of the GWF site. Figure 2-2 shows the immediate site location of the GWF project, including the location of the proposed generating facility and the proposed transmission, water supply, and access routes.

This section analyzes the potential for the TPP to cause impacts on the visual resources in the project vicinity and its regional context. This analysis is conducted in accordance with California Energy Commission (CEC) guidelines for preparing visual impact assessments and the methodology developed by the Federal Highway Administration (FHWA). The analysis also conforms with the documentation requirements of the California Environmental Quality Act (CEQA).

Section 8.11.1 presents the applicable laws, ordinances, regulations, and standards (LORS), which are summarized in Table 8.11-1. Section 8.11.2 describes the affected environment of the TPP site and the transmission line. Section 8.11.3 discusses the environmental consequences associated with the TPP and the significance criteria used in this analysis. Section 8.11.4 addresses the cumulative impacts for the TPP.

8.11.1 Laws, Ordinances, Regulations, and Standards

Proposed conditions of certification are contained in Appendix K. These conditions are proposed to ensure compliance with applicable LORS and/or to reduce potentially significant impacts to less-than-significant levels.

8.11.1.1 Federal

No federal LORS concerning visual resources are applicable to the TPP.

8.11.1.2 State

The criteria used to determine whether a project-related visual impact is significant are presented in Appendices G and I of the CEQA Guidelines. Visual impacts are significant if a project has a "substantial, demonstrable, negative aesthetic effect," or if it results in "the obstruction of any scenic vista or view open to the public, or result[s] in the creation of an aesthetically offensive site open to public view."

In addition, the CEC Guidelines (CEC, 1997) consider visual impacts significant if the project:

- Conflicts with local guidelines or goals related to visual quality;
- Alters the existing natural viewsheds, including changes in natural terrain;
- Alters the existing visual quality of the region or eliminate visual resources;
- Increases light and glare in the project vicinity, particularly night-time glare;
- Results in backscatter light into the night-time sky; or
- Results in a reduction of sunlight or the introduction of shadows in community areas.

8.11.1.3 Local

San Joaquin County has no specific policies on visual or aesthetic resources that apply to the TPP. However, scenic resources are addressed in the open space element of the San Joaquin County General Plan, which is implemented by the San Joaquin County Community

Development Department (San Joaquin County, 1992). No significant scenic resources have been identified in proximity to the TPP. The TPP is consistent with the land use designation for the area (as indicated in Section 8.11, Land Use); therefore, the TPP is considered consistent with the General Plan requirements and the associated visual resource planning purposes.

Numerous methods have been developed to characterize the scenic quality of a viewscape and the viewer response to that resource. A standard approach to visual analysis is the one adopted by the FHWA. This approach employs the criteria of vividness, intactness, and unity (FHWA, 1983; Dunne and Leopold, 1978; Jones et al., 1975). These criteria are defined as follows:

- *Vividness* is the visual power or memorability of landscape components as they combine in visual patterns.
- *Intactness* is the visual integrity of the natural and artificial landscape and its freedom from encroaching elements. This factor can be present in urban and rural landscapes as well as in natural settings.
- *Unity* is the visual coherence and compositional harmony of the landscape considered as a whole. Unity frequently attests to the careful design of individual components in an artificial landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity apparent in a viewscape, as modified by its visual sensitivity. High-quality views are highly vivid and relatively intact and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity. The measure of the quality of a view must be balanced by the overall sensitivity of the viewer.

Aesthetic sensitivity is described in terms of viewer activity, awareness, and visual expectations in relation to the number of viewers and the viewing duration. For example, commuters and nonrecreational travelers generally have fleeting views and tend to focus their attention away from surrounding scenery and onto commute traffic. For this reason, a viewer group composed of commuting travelers is generally considered to have low aesthetic sensitivity. Residential viewers typically have extended viewing periods and are generally concerned about changes in the views from their homes. As a group, residential viewers are considered aesthetically sensitive.

The visibility and visual dominance of landscape elements are described with respect to their placement within the field of view. Foreground elements are features nearest to the viewer, and background elements are features at a great distance from the viewer. The middle ground portion of a view is intermediate between the foreground and the background. A viewshed is defined as all the surface area visible from a particular location or a sequence of locations (e.g., roadway or trail) (FHWA, 1983).

8.11.2 Affected Environment

The TPP is located southwest of the city of Tracy in an unincorporated area of San Joaquin County. The area is characterized by mixed uses, including heavy industry (a large glass container manufacturing facility, a power plant), the Delta-Mendota Canal and California Aqueduct, Interstate 580 (I-580), agriculture uses, and a limited number of residences in the project viewshed that may be considered potentially sensitive land uses. This section presents descriptions of the TPP site, its characteristics, and the visibility of the project components to nearby viewer groups.

Figure 8.11-1 presents a viewshed map of the study area showing the location of selected key observation points (KOPs). These locations were identified based on known residential viewers in the project vicinity and line-of-site restrictions associated with local topography. Figures 8.11-2 through 8.11-8 include actual site photos from seven KOPs within the study area. KOP-1 through KOP-5 are views associated with residences in the immediate vicinity of the TPP site with clear line-of-site views of the property. KOP-6 is a view of the transmission line crossing at I-580 as seen by northbound traffic. KOP-7 is a close-in view of the site from the Delta-Mendota Canal access road. Viewers are unlikely to be present at this location, as the road is not used for general public access. This view is included to document the existing site conditions from a close-in view.

8.11.2.1 Description of the TPP Site

The TPP project site is located in the northcentral portion of the greater San Joaquin Valley. This region of the valley is an expansive flatland with a strong rural and agricultural character. Population density in the vicinity of the TPP site is extremely low, with

less than a dozen residences within 0.5 mile of the site. Residences in the vicinity of the proposed TPP site are either in scattered ranch-style homes on expansive parcels ranging up to several hundred acres or in small clusters of two to three homes that border existing roads.

The TPP site is located directly east and north of the Delta-Mendota Canal, U.S. Bureau of Reclamation-operated irrigation project serving the middle portion of the Central Valley. Further to the west lies a strip of agricultural property between the canal and the California Aqueduct. I-580 is located directly west of the aqueduct, approximately one mile from the site. Directly east of the site lies agricultural property. A small cluster of residences is located adjacent to Lammers Road, approximately 0.75 mile east of the site. The site is bordered to the north by the Union (Southern) Pacific railroad corridor. Directly north of the railroad corridor are industrial uses, including the Owens-Brockway glass container manufacturing plant and the Tracy Biomass power plant. A number of commercial uses exist along W. Schulte Road, closer to I-580. The residential fringe of the greater Tracy area extends to slightly less than a mile northeast of the site, just north of the intersection of Lammers and W. Schulte roads. See Section 8.4 Land Use for a complete discussion of residential-zoned property annexed by the City of Tracy south of the proposed TPP site.

The site is relatively flat and situated below the grade of I-580, the California Aqueduct, and the Delta-Mendota Canal. Viewers on I-580 have limited and largely fleeting views of the site because of intervening terrain bordering the freeway. A limited number of residences to the east of I-580 are situated on elevated terrain overlooking the site and have clear views of the property. The natural topography slopes down from the TPP site in both the northern and eastern directions. As a result of the natural topography or the intervening industrial uses, viewers to the north and east of the site have a restricted line of sight to the TPP.

8.11.2.2 Characteristics of the TPP Site

The TPP site, is currently part of a large parcel of agricultural land that borders industrial uses to the immediate north. The TPP site is relatively flat and covered with low-lying vegetation, which consists of a mix of weeds, natural grasses, and tumbleweed. Some previous agricultural use of the site is evident, including a water well and irrigation pump south of the

parcel near the Delta-Mendota Canal. An existing 115 kV Pacific Gas and Electric Company (PG&E) line crosses the southeastern portion of the property. In addition, a major PG&E buried natural gas supply line runs through and approximately bisects the parcel from the southeast to the northwest. On the northern fringe of the property, unused 20- to 30-foot-tall wooden telegraph poles are located approximately every 50 to 100 feet within the railroad corridor. The existing Owens-Brockway glass container manufacturing plant is an intensively developed industrial parcel directly to the north of the TPP site. Current site conditions at the TPP are shown on Figures 8.11-2, 8.11-3, 8.11-4, 8.11-5, 8.11-6, and 8.11-7.

The proposed transmission route travels southwest, paralleling the existing PG&E transmission lines as they cross I-580 and proceed further southwest before turning northwest into the Tesla Substation.

8.11.2.3 Visual Resources in the Vicinity of the TPP Site

Because of the local topography of the area near the TPP site and intervening industrial development, views of the TPP site are largely limited to those associated with residences to the west or east of the site and through traffic on I-580. The key visual resources in the project area are the California Aqueduct and the Delta-Mendota Canal. The foothills of the Diablo Range to the west may also be considered an important visual resource for the area.

8.11.2.4 Visibility of the TPP

The TPP would include two 100-foot-tall, 16-foot-diameter exhaust stacks. These stacks would be the most visible facility structures because of their height. Each combustion turbine generator (CTG) power block would be approximately 130 feet long, 40 feet wide, and 30 feet tall. In addition, each CTG inlet air structure would be approximately 50 feet tall. An air pollution control system structure approximately 85 feet long, 25 feet wide, and 55 feet tall would extend perpendicular to the CTG. The TPP would include a control building that is approximately 100 feet long, 50 feet wide, and 15 to 22 feet tall. In addition, there would be an approximately 30-foot-tall, 40-foot-diameter water storage tank. Other tanks would have smaller dimensions. All of the power generating equipment would be located within an approximately 330-foot by 330-foot area that would be surrounded by an internal plant access road. The plant

would also include an approximately 350-foot-long by 150-foot-wide onsite fenced switchyard. Most of the switchyard components would be less than 25 feet tall. However, interconnecting frames and poles would be approximately 75 to 100 feet tall. Plant structures would be neutrally colored earth tones. All of the power plant equipment would be contained within a neutrally colored approximately 8-foot fence line. The transmission line poles would range in height from approximately 75 to 100 feet tall. Each transmission pole would support a set of three conductors, with insulators separating the wire from the pole. Although many of these structures are substantially above grade level, the surrounding flat topography would cause views of the site to be relatively limited, except for a few residences to the west of the site that are situated on elevated property. The neutral coloration of the TPP structures would tend to soften its appearance and contrast with surrounding visual elements.

Directly adjacent land uses include dominant visual elements that are industrial in nature. The most frequent viewers of the facility would be a limited number of local residents or workers in the immediate area that are located on elevated terrain to the west and who are already accustomed to an industrial setting. Some homes located west of the TPP site are below the grade of the canal and would have no line-of-sight view to the property. Workers, as a group, have a lower level of visual sensitivity than residents do. Local traffic on W. Schulte Road, Lammers Road, and Hansen Road is very limited (see Section 8.10, Traffic) and views of the site from these streets are either fleeting or nonexistent due to terrain of other land use interference with line of site. Traffic on I-580 would have fleeting views of the TPP site, but would have extended views of the transmission line crossing. KOPs identified for the analysis are described below.

- KOP-1 View Looking West From Kagehiro Driveway

KOP-1 is shown on Figure 8.11-2 and is a view of the TPP from the Kagehiro property located directly west of Lammers Road, approximately 0.75 mile east of the site. The view is of low to moderate vividness because the aesthetically pleasing far-field view of the Diablo foothills is obstructed by transmission lines and other industrial structures. These same industrial components also encroach on the horizon, causing only low to moderate intactness and unity.

- KOP-2 View Looking East Southeast From Residence At Hansen Road and Delta-Mendota Canal

KOP-2 is shown on Figure 8.11-3 and is a view from the southern edge of a residence located east of Hansen Road just before it crosses the canal, approximately 1.5 miles west of the site. The view has low vividness, as there are no landscape components with memorable quality in the view. The view also has low to moderate intactness and unity as a result of industrial structures and transmission lines that fail to produce a harmonious landscape.

- KOP-3 View Looking North Northeast From Hansen Road

KOP-3 is shown on Figure 8.11-4 and is a view from Hansen Road approximately one mile south of KOP-2. KOP-3 is approximately 1 mile south west of the TPP site. This view is of moderate to high vividness, owing largely to the gentle slopes and agricultural activity in the foreground and the Tracy cityscape on the horizon. The existing glass manufacturing plant and power plant in the middle ground are dominant industrial elements that reduce both the intactness and unity of the view to low to moderate.

- KOP-4 View Looking Northeast From Residence on Hansen Road hilltop

KOP-4 is shown on Figure 8.11-5 and is a view of the site from the Hansen Road hilltop area. The view has moderate vividness as a result of the pastoral agricultural activity in the middle ground and the Tracy cityscape on the horizon. The intactness and unity of the view are reduced to low quality as a result of the codominant glass plant and powerplant structure in the middle ground and the transmission line and towers in the foreground.

- KOP-5 View Looking North Northeast From Residence on Hansen Road Hilltop

KOP-5 is shown on Figure 8.11-6 and is another view from the Hansen Road hilltop area. This view has low vividness as a result of the dominant industrial components in the view as well as the debris collecting on the site. The middle ground shows the same agricultural activity that is now overwhelmed by other incongruous view elements. As a result this view has low intactness and low unity.

- KOP-6 View of Transmission Line Crossing Looking North on I-580

KOP-6 is shown on Figure 8.11-7 and is representative of the view seen by northbound I-580 traffic at the approach to the existing transmission line crossing. The view has moderate vividness as a result of the Diablo foothills and range in the middle ground and far field. The intactness of the view is moderate, with interference caused by the crossing transmission lines and lattice-type support structures. The unity of the view is moderate to high.

- KOP-7 View of Site Looking Northeast From Delta-Mendota Canal Access Road

KOP-7 is shown on Figure 8.11-8 and is a view of the site as seen from the access road for the Delta-Mendota Canal. This view is not generally accessible by the public and is included to document the site conditions from a close-in perspective. This view has low to moderate vividness as no significant high quality visual elements are in the view and the Tracy cityscape is barely perceptible on the horizon. The intactness of the view is moderate, with the industrial elements of the glass plant being incongruous and dominant in the left portion of the view. The unity of the view is moderate to high.

8.11.2.5 Potential For Visible Plumes

The TPP is a simple cycle project that would not involve the use of either a cooling tower or a heat recovery steam generator. Therefore, no visible steam plumes are expected from the project. Furthermore, natural gas is a clean burning fuel that is not expected to produce visible emissions under normal operating conditions.

8.11.3 Environmental Consequences

8.11.3.1 Significance Criteria

This section provides a summary of the key evaluation criteria used to identify adverse visual impacts.

- CEQA Section 15382 includes objects of aesthetic significance in defining "significant effect." CEQA Section 15064 stipulates that public perception must be considered in determining adverse views. Visual resource impacts are defined as significant according to Appendix G of the state CEQA Guidelines if a project has a "substantial, demonstrable, negative aesthetic effect."

Appendix I of the CEQA Guidelines adds that an impact will be considered significant if it results in "the obstruction of any scenic vista or view open to the public, or result[s] in the creation of an aesthetically offensive site open to public view."

According to the professional standards presented in *Siting Regulations: Rules of Practice and Procedure and Power Plant Site Certification Regulations* (the CEC Guidelines) (CEC, 1997), a project would normally be considered to have a significant impact on visual resources if it would significantly:

- Conflict with local guidelines or goals related to visual quality;
- Alter the existing natural viewsheds, including changes in natural terrain;
- Alter the existing visual quality of the region or eliminate visual resources;
- Increase light and glare in the project vicinity, particularly night-time glare;
- Result in backscatter light into the night-time sky; or
- Result in a reduction of sunlight or the introduction of shadows in community areas.

8.11.3.2 Visual Effects

This section describes the visual and aesthetic impacts associated with the TPP.

- KOP-1 View Looking West From Kagehiro Driveway

A photosimulation of the proposed TPP is shown on Figure 8.11-9. Because of the distances involved, the scale of the TPP is less dominant in the middle ground of the view than the glass plant (which has more bulk). It appears as a perceivable industrial element. While the TPP would further obstruct the view of the Diablo foothills in the far field, the obstruction is relatively small. There are no significant changes to existing vividness, intactness, or unity of this view as a result of the TPP. Therefore, there are no significant impacts on visual resources at KOP-1.

- KOP-2 View Looking East Southeast From Residence At Hansen Road and Delta-Mendota Canal

A photosimulation of the proposed TPP is shown on Figure 8.11-10. The TPP appears as a visible element in the center of the view, but it is not a dominant element. As a result, the vividness of the view remains unchanged and is considered low. The view already contains a variety of incongruous elements, and the TPP does not alter the overall balance of the view and appears as an almost imperceptible additional industrial element. The intactness and unity of the view are slightly impacted. However, the view only has low to moderate intactness and unity. The TPP would not significantly alter this classification. There are no significant changes to existing vividness, intactness, or unity of this view as a result of the TPP. Therefore there are no significant impacts on visual resources at KOP-2.

- KOP-3 View Looking North Northeast From Hansen Road

A photosimulation of the proposed TPP is shown on Figure 8.11-11. Because of the distances involved, the scale of the TPP is also not dominant in this view and it appears as an almost imperceptible additional industrial element. While the TPP would further obstruct the view of the Tracy cityscape in the far field, the obstruction is relatively small and the TPP easily blends with the other industrial components in the middle ground. The vividness of this view would remain of moderate quality, and intactness or unity of this view would remain of low to moderate quality. Therefore, there are no significant impacts on visual resources at KOP-1.

- KOP-4 View Looking Northeast From Residence on Hansen Road hilltop

A photosimulation of the proposed TPP is shown on Figure 8.11-12. The scale of the TPP is nearly codominant with the glass plant in the middleground. However, the neutral coloration of the plant tends to reduce its contrast relative to the other industrial structures. There is an almost imperceptible reduction in the view of the Tracy cityscape in the far field. The obstruction is relatively small and the TPP easily blends with the other industrial components in the middle ground. The vividness of this view would remain of moderate quality, and intactness or unity of this view would remain of low quality. Therefore, there are no significant impacts on visual resources at KOP-4.

- KOP-5 View Looking North Northeast From Residence on Hansen Road Hilltop

A photosimulation of the proposed TPP is shown on Figure 8.11-13. The scale of the glass plant remains dominant relative to the TPP in the middle ground. The neutral coloration of the plant tends to contrast slightly relative to the other industrial structures. However, the effect is muted by blending colors in other portions of the middle ground. There is no impact to the view of the Tracy cityscape. The low quality vividness of the foreground remains dominant in this view. The vividness of this view would remain of low quality, and intactness or unity of this view would also remain low quality. Therefore, there are no significant impacts on visual resources at KOP-5.

- KOP-6 View of Transmission Line Crossing Looking North on I-580

A photosimulation of the proposed transmission line crossing is shown on Figure 8.11-14. The addition of the tubular steel poles for the new transmission line are apparent but not dominant in the view. They are also consistent and compatible with other transmission line elements associated with the existing structure. The vividness of this view would continue to be of moderate quality, the intactness of this view would remain at moderate quality and the unity of this view would remain relatively high. Therefore, there are no significant impacts on visual resources at KOP-6.

- KOP-7 View of Site Looking Northeast From Delta-Mendota Canal Access Road

A photosimulation of the proposed TPP is shown on Figure 8.11-15. Because of the distances involved, the scale of the TPP dominates the glass plant. The neutral coloration of the plant tends to reduce its contrast relative to the foreground. There is almost no view of the Tracy cityscape on the horizon in the far field of the existing view. This minimal cityscape view would be eliminated with the plant. The vividness of this view would reduce from "low to moderate" to low quality, and intactness or unity of this view would be reduced from moderate to low quality. The unity of this view would also be reduced to low. In addition to changes in visual quality, impacts from a KOP must be evaluated in the context of the possibility of viewers at the location. KOP-7 is a canal access road that is not used by the general public. The simulation is included to document the appearance of the site from a close-in view following construction of TPP. Because no public viewers are anticipated at this location, there are no significant impacts on visual resources at KOP-7.

Light. The TPP site would be illuminated to provide lighting for normal conditions. Lights would be on each night for purposes of security and identification of the facility, and task lighting would be used as necessary. Emergency lighting may be employed during occasional training events. Light would be directed toward the interior of the plant to minimize off-site light and glare impacts. To minimize backscatter light and maintain the current relatively low levels of ambient and fugitive light, and because the purpose of the lighting is to illuminate the surfaces and ground plane of the facility, the lighting fixtures would include shields and hoods to produce downcast.

Glare. Project components at the TPP site would primarily be constructed of painted steel. Although a minimal number of features would have galvanized steel and aluminum surfaces, these materials and surfaces typically corrode, oxidize, and become dull within a few years of installation, depending on weather variability. Because the potential for daytime glare is temporary (given the natural dulling of the surfaces and the lack of sensitive visual viewers in the area), glare impacts from the TPP site are considered less than significant.

Summary. Construction and operation of the TPP would not introduce elements into the local viewsheds that would be substantially different in character to adjacent industrial development. Nor would the TPP obstruct nor intrude on any views in a significant way. The TPP would not significantly diminish the vividness, intactness, or unity of the local viewsheds. In addition, the activities associated with constructing the plant would not be incompatible with the industrial nature of the area and the existing presence of trucks and equipment.

In summary, the impacts from the construction and operation of the TPP are below the thresholds for significance pertaining to viewsheds, light and glare, and consistency with visual resource guidelines. Using the methodology previously described, it was determined that the visual quality after the construction of the TPP would remain consistent with the existing conditions. Views of the TPP site would have:

- Low to moderate vividness due to a minimum of diversity, interest, or unique or sensitive features in the landscape and lack of distinct high-quality views
- Low to moderate intactness and unity due to existing industrial elements, transmission lines, and other structures that impact the integrity of the local viewshed

Therefore, the impacts from the TPP on the visual resources in the study area are considered to be less than significant.

Transmission Route. The proposed transmission line and structures would not add new elements to the viewsheds along any portion of the alignment. Because of the existing overhead transmission lines and other industrial development, the proposed route does not represent an intrusive element that would affect the intactness, unity, or vividness of area views. Further, the aesthetic sensitivity of viewers within the study area is considered low due to the viewers being accustomed to other industrial features and transmission lines in the area. Finally, because of the industrial nature of the adjacent industrial area and the common presence of trucks and equipment, construction of the transmission line would not be considered to have new or adverse effects on views.

The transmission line would not have any illumination. Therefore, impacts from light and glare are considered to be less than significant. For these reasons, the impacts from the

transmission line associated with the TPP on the visual resources in the area are considered less than significant.

8.11.4 Potential Cumulative Impacts

Cumulative adverse impacts to the visual resources in the local and regional vicinity of the TPP site would result from the combined implementation of the TPP and other planned or proposed industrial projects. Currently, no other planned or proposed industrial projects are known in the immediate vicinity.

8.11.5 Compliance with Applicable Laws, Ordinances, Regulations, and Standards

The only specific LORS that apply to the visual resources area is the requirement to evaluate the project under CEQA. This evaluation constitutes an analysis that conforms with CEQA requirements. The project is not expected to have a significant impact on the visual resources environment. Furthermore, the CEC, through its CEQA-equivalent review, would independently analyze and determine whether visual resources are impacted. The CEC license, when granted would incorporate conditions of certification deemed necessary to ensure that the facility would comform with all applicable LORS and would not have a significant impact on the environment. Therefore, the project would comply with all applicable LORS.

8.11.6 Mitigation Measures

The impacts of the TPP and its transmission line on visual resources are considered less than significant; therefore, no mitigation measures are needed. Proposed conditions of certification are included in Appendix K.

8.11.7 Agency Contacts and Required Permits or Approvals

Applicable agency contacts are listed below. No permits or other approvals are required for visual resources.

Agency	Contact	Telephone
San Joaquin County Community Development Department 1810 E. Hazelton Avenue Stockton, CA 95205-6298	Community Development Director	(209) 468-3121

8.11.7 References

CEC, 1997. *Siting Regulations: Rules of Practice and Procedure and Power Plant Site Certification Regulations.* California Energy Commission.

FHWA, 1983. Visual Impact Assessment for Highway Projects. Contract DOT-FH-11-9694. Federal Highway Administration, Washington, D.C.

San Joaquin County, 1992. San Joaquin County General Plan 2010.

TABLES

Table 8.11-1

Laws, Ordinances, Regulation, and Standards for Visual Resources

Jurisdiction	Authority	Administering Agency	AFC Conformance Section
Federal	None applicable.	Not applicable	Not applicable
State	California Environmental Quality Act, Public Resources Code §§ 15382, 15064, Guidelines: Appendices G and I	California Energy Commission	8.11.3
Local	San Joaquin County General Plan, Open Space Element	San Joaquin County Community Development Department	8.11.1.3

FIGURES

8.11-1 Location of Key Observation Points in the TPP Viewshed

8.11-2 Existing Site View From KOP-1

8.11-3 Existing Site View From KOP-2

8.11-4 Existing Site View From KOP-3

8.11-5 Existing Site View From KOP-4

8.11-6 Existing Site View From KOP-5

8.11-7 Existing View Of I-580 Transmission Line Crossing From KOP-6

8.11-8 Existing Site View From KOP-7

8.11-9 Photo-simulation of TPP From KOP-1

8.11-10 Photo-simulation of TPP From KOP-2

8.11-11 Photo-simulation of TPP From KOP-3

8.11-12 Photo-simulation of TPP From KOP-4

8.11-13 Photo-simulation of TPP From KOP-5

8.11-14 Photo-simulation of I-580 Transmission Line Crossing From KOP-6

8.11-15 Photo-simulation of TPP From KOP-7